



Transportation Specialists

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City of Seattle
Dept. of Planning and Development
Northgate Stakeholders

Trans Group Northgate Shopping Center Redev Transp Analysis, February 24, 2005

The
Transpo
Group

February 1, 2005

TG: 03069.00

John Shaw
City of Seattle, Department of Planning and Development
700 Fifth Avenue, Suite 2000
Seattle, WA 98104-5070

**SUBJECT: NORTHGATE SHOPPING CENTER REDEVELOPMENT
TRANSPORTATION ANALYSIS SCOPE OF WORK (REVISED)**

Dear John:

The attached document outlines the revised scope of work for the Northgate Shopping Center redevelopment project and incorporates input from City staff as well as the Northgate Stakeholders Transportation Subcommittee. The most significant change has to do with the use of new traffic volume data vs. using 1998 data that was previously proposed. Instead of reallocating peak driveway volumes from operations during 1998 (when the office and theater were occupied), Transpo will now utilize more recent counts (when the office and theater are vacant) and incorporate additional traffic anticipated from the redevelopment.

The redevelopment would include the removal of 64,916 gross square feet (gsf) of office space and the 1,297 seat theater, and adding 104,000 gross leasable area (gla) of shopping center space mainly along the west side of the shopping center.

Please review the attached scope of work and the memorandum response to comments and let me know if you have any final changes.

Sincerely,
The Transpo Group, Inc.

Daniel G. McKinney, Jr.
Senior Transportation Planner

DGM/lwt

cc. Joe Stallsmith, Simon Property Group

Northgate Shopping Center

Project Description

As we understand, the proposed Northgate Shopping Center Redevelopment would include the removal of 64,916 gross square feet (gsf) of office space and the 1,297 seat theater, and adding 104,000 gross leasable area (gla) of retail/restaurant space along the west side of the shopping center. The proposed redevelopment will result in the Northgate Shopping Center totaling 1,035,272 gla. The improvements will also include reconfiguring portions of the parking lot along the west side of the shopping center.

Scope of Services – Transportation Impact Analysis

The following scope of services is based on our preliminary discussions with the City of Seattle and our experience in preparing traffic impact studies within the City of Seattle. The intent is to document the specific transportation impacts of the proposed redevelopment. The transportation impact analysis for the proposed Northgate Shopping Center Redevelopment would include the following elements.

1. **Driveway Analysis.** The driveway analysis will focus on the impacts from potential shifts in traffic at the main site driveways and will include the following tasks.
 - a. **Project Description.** The proposed project location and description will be documented for reference.
 - b. **Trip Generation.** The analysis will document the trip generation characteristics of the shopping center at full occupancy compared to the trip generation estimated for the redevelopment of the shopping center. The trip generation calculations would be consistent with the methodologies used in the analysis for the Northgate Mall General Development Plan (GDP), 1998, which primarily utilized information from ITE *Trip Generation*. This information has primarily been completed and documented in a letter to Joseph Stallsmith dated September 22, 2004 that was reviewed and approved by City staff.
 - c. **Study Intersections.** The study would focus on evaluating the operations of the primary site driveways for one future horizon analysis year during the weekday PM peak hour. No off-site intersections would be evaluated since the future trip generation has been shown to be lower with the redevelopment than in the existing allowed uses without the redevelopment. The following six driveways have been identified for analysis:
 1. NE Northgate Way/3rd Avenue NE [Signalized]
 2. 1st Avenue NE/NE 107th Street (I-5 NB ramps) [Signalized]
 3. 1st Avenue NE/NE 105th Street [Unsignalized]
 4. NE 103rd Street/3rd Avenue NE [Unsignalized]
 5. NE 103rd Street/4th Avenue NE [Unsignalized]
 6. 5th Avenue NE/NE 106th Street [Signalized]

- d. **Existing Traffic Volumes.** Existing traffic counts during the PM peak hour of the adjacent street will be gathered from already available data that was collected for the Coordinated Transportation Investment Plan (CTIP). New weekday PM peak hour counts will be collected at all driveways where data from the last two years is not available.
 - e. **Future Traffic Volumes.** A future horizon year will be evaluated that will reflect the full build-out and operation of the facility. The horizon year is estimated to be 2007. Existing through volumes on the adjacent streets will be factored up to the future horizon year based on recent traffic growth rates in the area and traffic from current approved “pipeline” developments in the vicinity of the site such as the Library and Community Center project. The City will provide the trip assignments of any approved permitted pipeline projects to be included in this analysis. Then additional traffic associated with the redevelopment would be added to driveways to account for Northgate Shopping Center traffic not accounted for in the existing data. The potential for shifts in existing driveway traffic will also be evaluated to determine if development and the parking garage on the south side of the site may impact the demand for various driveways.
 - f. **Accident/Safety Summary.** We will assemble and review the most-recent accident data to identify any existing safety issues at the site driveways.
 - g. **Intersection Analysis.** We will evaluate levels of service for the weekday PM peak hour of the adjacent street for the future with-project conditions in 2007 at the six driveway locations identified in item 1.c. This will include documenting the level of service and queuing anticipated at these site driveways.
 - h. **Mitigation Measures.** Mitigation measures will be proposed, as necessary, to address any impacts at the driveways.
2. **Pedestrian Circulation and Connections.** This will include documenting the pedestrian facilities and connections on-site and to key off-site locations. This analysis will include reviewing the Northgate Open Space and Pedestrian Connections Draft Plan and focus on the specific tasks below.
- a. **On-Site Pedestrian Circulation.** Pedestrian circulation and facilities on-site will be documented. This will include a figure illustrating existing vs. proposed pedestrian circulation routes. The crossing areas that are anticipated to have the highest potential for vehicular/pedestrian conflicts will also be identified for consideration in the site design.
 - b. **Off-site Pedestrian Connections.** Transpo will document the pedestrian connections to off-site locations. This will include the connections between Northgate North, the new Community Center and Library, and to the Transit Center.

3. **Parking.** This analysis will include evaluating the parking requirements and needs of the entire site and include the following tasks.
 - a. **Parking Supply.** The parking supply for the entire site will be documented.
 - b. **Code Requirements.** The proposed parking supply will be compared to the City of Seattle parking code requirements.
 - c. **Parking Demand.** The estimated parking demand will be based on nationally adopted rates identified in ITE *Parking Generation*, 3rd Edition, and will include an hourly breakdown of estimated parking demand and document anticipated seasonal fluctuations.
4. **Report and Documentation.**
 - a. A technical memorandum will be completed that documents the results of tasks 1-3.
5. **Additional Items.**
 - a. **Trip Assignment Figure for CTIP.** This will include developing a trip assignment figure for SDOT to incorporate in the CTIP transportation analysis. Recent counts have been collected in the area for the CTIP transportation analysis that do not include traffic being generated by the existing office or theater uses since they are currently vacant. Therefore, Transpo will provide a figure illustrating the trip assignment for traffic that is not accounted for in the traffic counts. This figure will only be used to assist in projecting future volumes for the CTIP analysis and will not be incorporated as part of the Traffic Impact Analysis for the proposed project.